

SPREADING THE FEVER

REFUGEES TAKE IT TO ATLANTA AND CINCINNATI

Fifty-Two New Cases and Eleven Deaths in New Orleans Yesterday—Four New Cases and One Death in Montgomery—No Fear of the disease spreading west Atlanta—The Increase of the Disease at New Orleans Due to Evading City Quarantine Rules

Atlanta, Ga., October 25.—Dr. Alexander, president of the board of health, issues the following bulletin tonight for the Associated Press:

"To satisfy inquiries which have been made of me from many quarters today, I wish to say officially that there is but one case of fever in Atlanta, that of the refugee, Comer, from Montgomery, who is improving. Absolutely no fears of a spread is felt here. Fifty years experience as a practicing physician have taught me there is no danger of its spreading."

Montgomery, Ala., October 25.—The board of health officially reports four cases today. Various reported 56. There was one death today, after the official report was made.

The temperature was low last night and the frost was reported in the low lands in the surrounding country. With moisture in the air frost could be safely counted on tonight.

Cincinnati, October 25.—A well defined, but very mild case of yellow fever arrived in Cincinnati today from Mobile, Ala. It was that of August Wilkie, who was found in the house of Mrs. Jane M. Moreland, on Champlain street, Lickrun, which is in the extreme western part of the city. Health Officer Withrow removed the patient to a pest house, which is now unoccupied and caused Mrs. Moreland's premises to be fumigated and disinfected. The fever in this case is in a very mild form.

New Orleans, October 25.—Numerically, this has been the worst day yet of the fever situation here. As early as 7 o'clock this evening the board of health showed a total of fifty-two new cases and there had been deaths to the number of eleven. Therefore the highest number of deaths in a single day has been nine. Unfortunately, there continues to be concealment of cases here, fatalities occur because medical attention is not called in, and the masses for the time being are in a revolutionary mood because of the enforcement of the system of house quarantine, and are resorting to every means in their power to put obstacles in the way of the constituted authorities. It is generally agreed here that the house quarantine is not accomplishing the results expected. When the fever first broke out efficient guards were placed about buildings in the hope that the fact might be restricted, but today there is no guard of the city that has not been reported and the germs are being spread, as has been shown heretofore in these dispatches, by reason of the fact that inmates of infected houses have been successful in their escape, thus eluding the vigilance of the guards stationed in front of the premises by the authorities. President Olliphant and other officers of the board of health were very much disappointed this evening at the mortality showing of the day's record, but they said at least some of the fatalities were to be traced to an indisposition on the part of many people to let it be known that serious cases of fever existed.

Jackson, Miss., October 25.—The state board of health in its official statement tonight chronicles eight new cases of yellow fever and one death.

The North Atlantic Storm

Cape May, N. J., October 25.—One of the fiercest northeast gales of years has swept the lower Jersey coast and up Delaware bay for the past twenty-four hours. Many vessels have been stranded and there is an unconfirmed report that a ship went down off shore this morning. A fleet is riding at anchor within the harbor unable to proceed either way and the meadows are so inundated that railroad travel to the coast resorts is practically suspended.

The Ocean City, Sea Isle and Maurice River branches of the West Jersey railroad are submerged. Nearly a mile of the Reading track have been washed away near Egg Harbor and the mail coach between that place and Tucker was held up today by flooded roads. Much damage has been done in the vicinity of Lewes, Delaware. The schooners Little Falkenberg, Sarah L. Vaughn, H. W. Laws and Annie L. Conder went ashore on the beach there last night. The crews were safely landed. The schooner Emma L. Cottingham, from Fall River for Philadelphia, is ashore near this city. She lies on a stone pile well up the beach. The schooner Elizabeth Lee, Philadelphia for Gloucester, Mass., broke from tugs which held her near the beach and ran into the point of Cape Penelope. She is in a bad position and may go to pieces at any moment because of her cargo of coal. The crew was taken aboard the tugs. At Bowers, Delaware, William Spencer and his wife are in the second story of their cottage, which is surrounded by water and help cannot reach them. Many animals have been drowned there.

Ocean City, Md., October 25.—The storm of the last two days was the most in the memory of the oldest inhabitant. The wind attained the proportions of a hurricane, and the surf ran four feet deep across the beach into Sinepuxent bay. The large porches of Congress hall, Trimpers, the Eastern shore hotel, Croppers pavilion, Atlantic hotel and Meyer cottage are completely wrecked.

Cape Charles, Va., October 25.—A severe wind and rain storm has been raging here since yesterday. The tide this morning ran several inches higher than it was ever known to reach before. The keeper of Cobbs Island Life saving station arrived here this afternoon and reported the island entirely submerged and deserted. The station, which was raised and carried out to sea, and coast line railroads have suffered much loss and delay by reason of the storm. The highest tides in years, supplemented by wind which blew at the rate of from thirty five to

ninety miles an hour prevailed today and when the high water reaches its maximum tomorrow evening no little damage is expected unless the gale abates. From down the Long Island coast the heaviest damage is reported.

EXPRESS TRAIN WRECKED

A New York Central Train Thrown Into Hudson River—Nineteen Persons Killed

Garrisons, N. Y., October 25.—The complete list of the killed in the New York Central and Hudson River railroad wreck, a list which the railroad officials believe includes all of those who could possibly have been lost in the disaster, foots up nineteen. The bodies of the engineer, fireman and Mr. Van Etten, secretary, are yet in the river, with small hope of their immediate recovery. The incidents and features of the day have had a tinge of the dramatic around them. Had it not been for the fact that torrents of rain poured down all the afternoon, the New York Central railroad would have had an excursion upon their hands larger than any for many years. As it was train load after trainload landed at the stations near the wreck and walked through the drenching rain to stand and stare at the burning embers and mutilated cars. Of the sixteen dead who lay in the coronor's office at Cold Springs, eight were heathen foreigners, whose names or residences meant scarcely anything to the general public, and yet six of those eight were identified and claimed long before any person had come forward to inquire or seek for two well dressed and evidently very respectable Christian white women, the only women killed in the wreck. In the morgue they lay for the full two days unclaimed and unsought, while the other dead were claimed and taken care of.

The coach was applied to the day coach and the combination smoking and baggage car. The work of raising the sleeping coach Hermes proceeded slowly, and it was not until 1 o'clock that it was floated over the wreck and deposited on the bank, where it was destroyed by fire. The last coach of the ill fated train, The Niobe, was gotten out of the water at 5 o'clock and also floated over the wreck and deposited on the bank, where it was destroyed by fire. The last coach of the ill fated train, The Niobe, was gotten out of the water at 5 o'clock and also floated over the wreck and deposited on the bank, where it was destroyed by fire.

PLUNGED INTO THE RIVER

Feared Accident to an Express Train on the New York Central Railroad—Twenty Eight Lives Lost—The Engine and Several Cars Submerged in the River

Garrisons, N. Y., October 24.—(Sunday).—From the sleep that means refreshment and rest to the eternal sleep that knows no waking plunged in the twinkling of an eye this morning twenty-eight souls, men, women and children. Into the silty bed of the Hudson river a train, laden with slumbering humanity, plowed, dragging through the waters the helpless passengers.

The New York Central train left Buffalo last night, and had progressed for nearly nine-tenths of the distance toward its destination, when the great engine plunged into the depths of the river.

Neither engineer nor fireman will ever tell the story of that terrible moment, for with his hand upon the throttle the engineer plunged with his engine to the river bottom, and the fireman, too, was at his post. Behind them came the express car, the combination car, the baggage car, and these piled on top of the engine.

It is known that it was a trifle foggy, and that the track was not visible, but if there was any break in the lines of steel it must have been of very recent happening, for only an hour before there had passed over it a heavy passenger train, laden with human freight. There is no explanation ready. All is conjecture.

The section of road was supposed to be the very best on the entire division. There was a great heavy retaining wall all along the bank, and while the tide was high yesterday, and while unprecedented. What seems to have happened was that underneath the tracks and ties the heavy wall had given way, and when the great weight of the engine struck the unsupported tracks it went crashing through the rest of the wall and toppled over into the river. As the train plunged over the embankment the coupling—that held the last three of the six sleepers broke, and they miraculously remained on the broken track. In that way some of the lives were saved.

EYE WITNESSES WERE FEW

Of eye witnesses there were none except the crew of a tug boat, passing with a tow. They saw the train with its light as it came flashing around the curves, and then saw the greater part of it go into the river. Some of the cars with closed windows floated, and the tug, whistling for help, cast off its hawser and started to the rescue. A porter jumped from one of the cars that remained on the track, and ran into the yard of Augustus Carr's house, near which the accident occurred, and stood screaming for help.

In a few minutes Carr had dressed himself and getting a boat, rowed with the porter to the scene. As they turned a point in the bank they came upon the express car and the combination car floating about twenty feet from shore, but sinking every minute. One man was taken from the top of the car, and efforts were made to rescue

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those inside. A few were gotten out, but the weight of the train was so making a human bridge to the shore to take the wounded on.

FOUGHT FOR THEIR LIVES.

The day coach and smoker had gone down in the deeper water, and rescue was impossible. In the latter coach the conditions must have been horrible. The car turned completely over, and the passenger end of it was in the deeper water, while the baggage end stood up toward the surface. The men in that lower end must have fought like fiends for a brief period, for the bodies, when taken out, were a mass of wounds. The closing scene of the first day of this tragedy is drawn around a common car that stands near the scene of the accident, where nearly a score of badly mutilated bodies, none of them yet claimed by friends, are lying in a long row, gruesome evidences of a disaster, the greatest that has ever occurred on this railroad.

The wrecked train was known as the State Express. It left Buffalo at 7 o'clock last night, and in New York at 7 o'clock this morning. The train was hauled by engine 872, and consisted of one American express car, one composite baggage and smoking car, one day coach, and six sleepers. Poughkeepsie, where the wreck occurred, is the place of the train before the disaster, at 5:10 o'clock a. m.

At this time there were in the smoker, in addition to the baggagemen, Herman Acker, of Peekskill, who was in his compartment, eight Chinamen, en route from the Canadian border to New York, and a middle-aged man, supposed to be Thomas Reilly, of 2880 Wisconsin avenue, St. Louis. All of these, excepting the baggagemaster, perished.

At Fishkill the train lessened its speed, as it is its custom, to run from that point to Tarrytown at the rate of about twenty-five miles an hour. Most of the passengers were asleep, those in the sleepers being in their berths while the occupants of the coach and smoker were for the most part doubled up in their seats. Just how the train met its awful fate will never be fully known, for those who were first alert, Engineer John Doyle and Fireman John Tompkins, tonight lie dead in the cab of their locomotive at the bottom of the Hudson river. Conductor Parish, who was in charge of the train and was making up his report in one of the cars when the crash came, was rendered unconscious by a blow on the head. When he recovered he was three seats ahead of the one in which he had been sitting.

One of the occupants of the coach who escaped with his life was Frank J. Degan, a wood finisher, of New York. His left eye was cut by broken glass, and his body was slightly bruised. Mr. Degan made this statement:

PLOWED THROUGH THE WATER.

"With my friend, W. H. G. Myers, of Passaic, N. J., who was killed in the car from which I escaped, I had been to Poughkeepsie. We boarded the train at that place and took the day coach. Three other people got on at Poughkeepsie, one was a woman and the two others were men, one of whom looked like a railroad employe. As near as I can judge, there were eighteen people in the car when it started, being women and children, and nearly all were asleep.

"Myers and I sat in the middle of the car. When the crash came the car gave a great lurch and rolled over on its side. The water rushed in, and the most instantly the lights went out. I knew we were in the river, and the car seemed to plow through the water for some time after it was submerged. The car was tilted over on one side, and I managed to reach the light overhead, and clung to it until help came.

"I heard people in the back part of the car groaning as if they were pinned fast. It was dark, and I saw no one, and I think the passengers must have been drowned like rats. After awhile, it seemed an age, I heard people on top of the car, and an axe crashed through the roof. The noise of that axe in the splintered timber and the sweetest music I ever heard in my life. Soon they had a hole cut in the roof, and pulled me out through it. A man and a boy (father and son) were also rescued the same way, but I know of no other who escaped. I was escaping. The car at this time was floating, but fast filling with water, and we were put ashore in a row boat. I am sure that my friend Myers was drowned."

SWAM FOR LIBERTY.

Of the dramatic horror of the situation in the combination car when it left the track and struck the water perhaps the best account is had from the story of Hermann Acker, of Peekskill, the baggageman and mail sorter. Acker was suffering badly from the shock when seen, but the scenes he graphically described. He said:

"John Shaw, agent for the Westcott Express Company, and myself were in the compartment, when suddenly there was a terrible bump and then a rush of water that forced us toward the ceiling. The car seemed to turn completely over, and had I not been able to within about a foot of the top. When we struck the car whirled completely around, the end which the Chinese occupied being under water. While our end was under water, we swam around and got a ventilator open, and noting the situation, got an ax from a tool box which was afloat and smashed a panel in the end of the car. We crawled through the hole to the roof of the car, and a rowboat came out and took us ashore."

Acker has been a railroad for many years and has escaped from three serious accidents. His arm is badly cut and his body bruised. Shaw escaped injury. The first victim of the disaster found was lying on the shore. He was badly bruised about the head and body, and his right arm was cut off near the shoulder. The member was not found. The man was placed on a train and taken to Peekskill, but died on the way. The body was that of a middle-aged man.

RESCUED FROM A FLOATING CAR.

Five men were rescued from the top of a floating car a few minutes after the accident. They were put on a train and taken to Peekskill, about ten miles down the river. One man, admitted to the Helping Hand hospital, where his wounds were dressed. Of the five, three were Chinamen suffering from scalp wounds and none was fatally injured. The Americans were John E. Ryan, of Jersey City, 20 years old, badly lacerated hand, shoulder and knee, and Clarence Morgan, of Aurora, N. Y., aged 26, broken shoulder. Morgan escaped from a floating car through a broken panel, and swam ashore. Though badly hurt, he helped another passenger out.

W. S. Langford, of Bayonne, N. J., was in one of the last coaches, which remained on the track. He secured an ax, chopping out a panel of one of the partly submerged cars, he helped to rescue four people. General Manager Toucey gave the following statement as to the cause of the disaster to the representative of the Associated Press:

"The accident was caused by the bed of the railroad being washed out by some inexorable manner. In this un-

dermined condition the track sank as soon as the weight of the train was put on it, and the embankment giving away, the train was, of course, precipitated into the river. Such conditions as this we have never looked for. Trains have been running over this spot for years and years without accident, or difficulty of any kind, and this piece of track was considered as good as any section of the railroad. Not only was the roadbed the hardest kind of an embankment, but it was strengthened by a retaining water wall of solid masonry three feet thick."

Other railroad officials were of the opinion that a quicksand foundation of some kind below the water-line was responsible for the sinking of the roadbed.

You can't cure consumption but you can avoid it and cure every other form of throat or lung trouble by the use of Minute Cough Cure. R. R. Bellamy.

DR. STRANGE AT NORFOLK

He Preached at Christ's Church on Sunday. A Sketch of the Rector of St. James—Will He Accept the Call to Christ's Church?

The Norfolk Landmark of Sunday says:

The Rev. Dr. Robert Strange, rector of St. James church, Wilmington, N. C., who has been called to Christ P. E. Church, this city, arrived here yesterday morning at 11 o'clock via the Norfolk and Southern railroad, and is the guest of Mr. Robert M. Hughes, Colonial avenue, Ghent. He was met at the depot by several members of the church here, including many of the vestry, and yesterday and last night was visited by numerous members of the congregation, which he will very likely serve.

Dr. Strange is giving the most earnest consideration to his call, and while yet he has not determined to accept it, there is strong probability that he will do so. By invitation of Christ Church vestry, he will preach his initial sermon there this morning at 10 o'clock. Dr. Strange is here for the purpose of looking over the field and seems to be impressed very favorably. From The Landmark's special correspondent at Wilmington, N. C., the following sketch of the divine is obtained:

"Dr. Strange is the son of the late Colonel Robert Strange, a distinguished member of the Wilmington bar, and grandson of the eminent Robert Strange, who served North Carolina in the United States senate."

"The subject of this sketch was born in Wilmington on December 6, 1857, and consequently will reach the 40th year of his age on the 6th of next December. He received his early education at General Coxton's military school, Wilmington, and at Homer & Graves' military academy, Hillsboro, N. C. Subsequently he took a course at the university of North Carolina and graduated there with first honors in June, 1879, and also won the debater's medal of the Dialectic Society of the university. From the university he entered the divinity school at Bishop Williams, of Connecticut, where he pursued his studies for several years."

"He was ordained a deacon in 1882 and a priest in 1883. In the interim between his ordination as deacon and priest, he spent the time in Brunswick county, Va., assisting Mrs. Buford in her mission work among the negroes of Virginia. Upon being ordained to the priesthood he was called to the Church of the Good Shepherd, Raleigh, N. C., which church he served about five years. In 1887 he married Miss Elizabeth Stone Buford, daughter of Judge Buford, of Lawrenceville, Brunswick county, Va., and they have two interesting children—a daughter, Helen, aged 12 years, and a son, Robert, aged 7 years."

In 1888, Mr. Strange was called to St. James church, Wilmington, and old St. James church, which he served up to the present time he has served that congregation with great fidelity and distinguished ability, winning, as the years go by, a deeper love and increasing admiration from the people of his native city. During his rectorship of St. James he has declined calls from several churches in some of the largest cities in the south."

"In 1884, the degree of doctor of divinity was conferred upon him by the university of North Carolina, and wherever Dr. Strange is known, it is acknowledged that he easily wears and honors the title. He is a man of small stature, has clear cut, benevolent features, and in a man of prepossessing manners and charming dignity. He is a clear thinker, is a builder of lucid and refreshing sermons, is logical in his reasoning, and is graceful and fluent in delivery. His ability is of a marked nature, and his going to Norfolk will indeed be an acquisition to the clerical circles of your city."

Disfigurements for life by burns or scalds may be avoided by using DeWitt's Witch Hazel Salve, the great remedy for all kinds of skin troubles, and skin troubles. R. R. Bellamy.

Sudden Death

On Saturday Eliza Ann Murdock, colored, had Josh Richardson, colored, arrested on the charge of committing assault and battery on her Saturday morning. He was taken before Justice Bunting and was recognized for his appearance for a hearing at 3 o'clock. About 2 o'clock Richardson went to Justice Bunting and told him that he and the woman had made it up and she would not prosecute him. Justice Bunting, therefore, suspended judgment on payment of costs and recognized Richardson till 6 p. m., at which time he was to come back and pay the costs.

At 3 p. m. the woman put in an appearance before Justice Bunting to testify against Richardson and when she was told that he had said he had settled the matter with her, she said it was not true, that she had not done so and would prosecute him.

Richardson failed to get back to Justice Bunting at 6 o'clock, and the next heard of him was between 6 and 7 o'clock Sunday evening, when he was found dead in bed, by his little son. Richardson was a man of about 55 years of age, and lived up stairs in a house in the yard of the residence at 110 Dock street. There were rumors that the old man had been poisoned and Dr. W. D. McMillan, superintendent of health, and coroner Jacobs went around to make an investigation. Dr. McMillan pronounced heart trouble as the cause of the death and it was not deemed necessary to hold an inquest.

ON THE FENCE

HAL AYER AND CY THOMPSON DODGING THE ISSUE

To Build a Public Road Through State Lands—The Case of Pearson vs. Wilson Argued—The Cotton Crop Nearly All Picked—The Wilmington Bag Factory, Suit of Swinson Against the Legislative Officers Argued—People Discontented With the Administration

Messenger Bureau, Raleigh, N. C., October 25.

Mr. Mebane, state superintendent of public instruction, today decided to change the date of the meeting of the state board of medical examiners from October 29th to November 9th.

R. P. Williams of Craven county was here today to confer with the state superintendent of public instruction relative to the building of a public road from Riverdale in Craven to Stella in Carteret county, through 100,000 acres of state swamp lands. State Engineer John R. Ramsay is to lay off this road and the state is to furnish thirty convicts to grade it.

In the superior court here this morning the interesting case of John H. Pearson against S. Otho Wilson was argued before Judge Robinson. This is the case in which Pearson who is governor Russell's appointee as railway commissioner, seeks to oust Wilson. They were both present, and so was L. C. Caldwell, who is another of the governor's appointees, to succeed James W. Wilson as commissioner.

The populists want to know whether Secretary of State Thompson and Auditor Ayer are Butler or anti-Butler populists. Neither of them attended the conference of the Butler men or the anti-Butler men last week. Thompson has for some weeks been put down on the lists as an uncertain quantity.

Farmers say that over seven-eighths of the cotton is picked; that the top crop in a few specially cultivated and fertile spots is practically all remaining in the fields; that all the good cotton is picked. They say they think the crop is one-quarter off as compared with its condition August 1st, but that the crop is better than was thought October 1st it would be. The increase in acreage brings it up to the normal crop.

There has been very little cholera among hogs in the state this year and there will be about enough pork to supply the people. The shortage of the late crop of corn makes the supply of that food not so large as was expected.

A Guilford man has succeeded well in making cigars entirely from tobacco grown in Guilford county.

Twenty North Carolina gold mines are now making deposits of gold at the assay office in Charlotte. Every week a new mine is being opened, while at the beginning of the year all were idle.

The commissioner of agriculture discovers that a cotton mill was omitted from the list as published in the September bulletin. It is the McKinley cotton mill at Mt. Pleasant, Cabarrus county. The bag mill of E. P. Willard at Wilmington was also omitted. Mr. Willard writes that it makes 3,000,000 bags annually, and that it was only mill in the state which imports burlaps.

The hop culture near Hamlet proves to be a decided success. Next year it will be conducted on a larger scale. A. L. Swinson of Goldsboro, who was enrolling clerk of the last legislature, is here, his suit against Auditor Ayer, lieutenant Governor Reynolds, and Speaker Hileman having been argued in the superior court today. He sues for \$197, balance of salary of himself and his son, who were both summarily ousted by Reynolds and Hileman during the session.

Swinson is a populist, but says the people in the Goldsboro section are dissatisfied with the present administration, and that the political situation is very unsatisfactory.

There is no need of little children being tortured by scald head, eczema and skin troubles. DeWitt's Witch Hazel Salve gives instant relief and cures permanently. R. R. Bellamy.

FOUL PLAY SUSPECTED

Pieces of Bloody Shirts Found on South Water Street—Has a Murder Been Committed?

Sunday morning Mr. S. H. Mintz, foreman at the naval stores yard of Messrs. Robinson & King, while on his way to the yard, discovered two gory shirts on Water and Ann streets. One of them, an undershirt, was found in front of Mr. William Calder's brock warehouse, near Ann street. It was bloody and was slashed in shreds across the front by some sharp instrument. Up the street from the warehouse to Mr. P. R. Fowler's office was scattered pieces of a top shirt. They were also bloody and were slit with a sharp instrument, and the pieces bore cuts in many places. A part of the shirt with one sleeve was found near Messrs. Robinson & King's, and the other sleeve was found across the railroad track further down the street. Every piece of the shirt was cut and saturated with blood. One of the pieces of the top shirt seen by a Messenger representative had the size marked on it—number 15½. The cuffs were a faded pink.

Mr. J. W. Mintz, night watchman for Messrs. Robinson & King, says he heard a crowd fussing along the street Sunday morning between 1 and 2 o'clock, while they were going down the street. Later some men came up the street tearing up something, which was no doubt the shirt.

The bloody garments aroused suspicion that a man had been murdered and his body thrown into the river, a few feet away. Police headquarters were notified and Chief of Police Melton notified the sergeants and policemen to make all possible investigation into the matter. He also investigated into the matter himself and was working on it last night.

There is some misapprehension that the shirt belongs to a sailor on board either the British steamship Magdala or Kirkhill, but nothing definite could be ascertained last night. There are men missing from both ships, but it is believed by the captains that they have deserted.

The Strikers Lose.

Brooklyn Mass., October 25.—The sole fasteners strike was declared at an end today by Secretary McBarry, of the Union. The strikers were clearly beaten and there is a big stampede for positions at almost any price, the men making their own terms with the manufacturers.

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Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, in curing and preventing this annoying complaint, and they also correct all disorders of the stomach, stimulate the liver and regulate the bowels when they are only cured.

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint, but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all, let them only cure.

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is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not. CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not grip or purge, but by their gentle action cleanse all who use them. In vials at 25 cents; two for \$1. Sold everywhere, or sent by mail; CARTER MEDICINE CO., New York.

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